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idea that a mere break in a gravel bed could have any structural significance; and the mutiny was not quelled until two days later when the dislocation of the Little Cottonwood moraines was shown to stand in line with the scarps of a whole series of piedmont gravel fans. It is interesting to add that when the Transcontinental Excursion of the American Geographical Society saw the same district in 1912, the visiting European geographers manifested no such opposition to the physiographic interpretation of these striking features as their geological predecessors had shown twenty-one years before.

W. M. DAVIS

ERADICATION OF YELLOW FEVER IN PANAMA

W. C. GORGAS. **Sanitation in Panama.** 298 pp.; map, ills., index. D. Appleton & Co., New York and London, 1918. \$2.25. 8 x 5 inches.

Major General Gorgas, who lately was reported by the press to have eradicated yellow fever from Guayaquil and vicinity, presents in this book the entire history of the fight against this scourge. Nearly half the pages are devoted to the record of the accomplishment in Havana, which is used as a background in telling of the success in Panama. The history portrays that the eradication was a fight not only against the carriers of the disease but also against the opponents of the mosquito theory and shows that even the success in Havana did not still the opposition to the work as it was being carried on and that a recommendation to the Secretary of War to relieve on the Isthmus those who believed in the mosquito theory and replace them by men of more practical views was nearly adopted. Directly after the defeat of this recommendation and with the assurance of confidence in the sanitary commission of the Isthmus yellow fever began to decrease and was finally (1906) stamped out in the Canal Zone. Similar successes are recorded concerning malaria, smallpox, and the bubonic plague. The malarial record is noteworthy. In 1906 out of every 1,000 persons 821 were admitted to the hospital on account of malaria; in 1913 this number had been reduced to 76. The vigilance of the quarantine station officials at either end of the Canal has kept the record of the Canal Zone high. The book is a story of achievements "more important than the actual construction of the Canal itself," because it has demonstrated that men can lead a healthy life in the tropics and because it will thereby open to settlement large areas of productive land.

ROBERT M. BROWN

COLONIAL RAILROADS

F. BALTZER. **Die Kolonialbahnen, mit besonderer Berücksichtigung Afrikas.** 462 pp.; maps, diagrs., ills., index. G. J. Göschen'sche Verlagshandlung, Berlin and Leipzig, 1916. 10 x 6½ inches.

An account of railroad building, equipment, operation, and management in Africa and its islands, French Indo-China, the Dutch East Indies, and Shantung. The book gives much detailed information, some of it technical but most of it adapted for all readers. The numerous half-tone illustrations are instructive; and the many black-and-white maps and the Africa railroad map in colors are very helpful, though all the maps, of course, will now need much revision.

It may be said here that among the leading questions to be settled is the route to be chosen for the Cape-to-Cairo railroad beyond Broken Hill. It was intimated, before the war began, that, if possible, the English would secure a less difficult route than that through the upper Congo valley. The way is now clear to do so by deflecting the route from Broken Hill eastward to Tabora in the former German East Africa, which has come under British control. From that point the line can be extended northward, all the way through British territory, to the south of Khartum, where the Cape-to-Cairo railroad would be completed. It was reported during the war that about a year before the struggle began England asked the German Government to permit the extension of the line through German East Africa and enlarged upon the advantages that the railroad would give to that country. Germany declined to consider the matter favorably because it was not her policy to permit foreign railroads to pass through her territory. The route the Germans declined to concede is now available.

CYRUS C. ADAMS

A SCIENTIFIC TRAVELER'S HANDBOOK

Handbook of Travel. Prepared by the Harvard Travellers Club. 544 pp.; diagrs., ills., index. Harvard University Press, Cambridge, 1917. 7 x 4½ inches.

The book, fitting into a coat pocket, is intended to promote intelligent travel and exploration. It is a helpful product and very timely, for it appears on the threshold of an era when the earth studies will be more intensively pursued than ever before. All